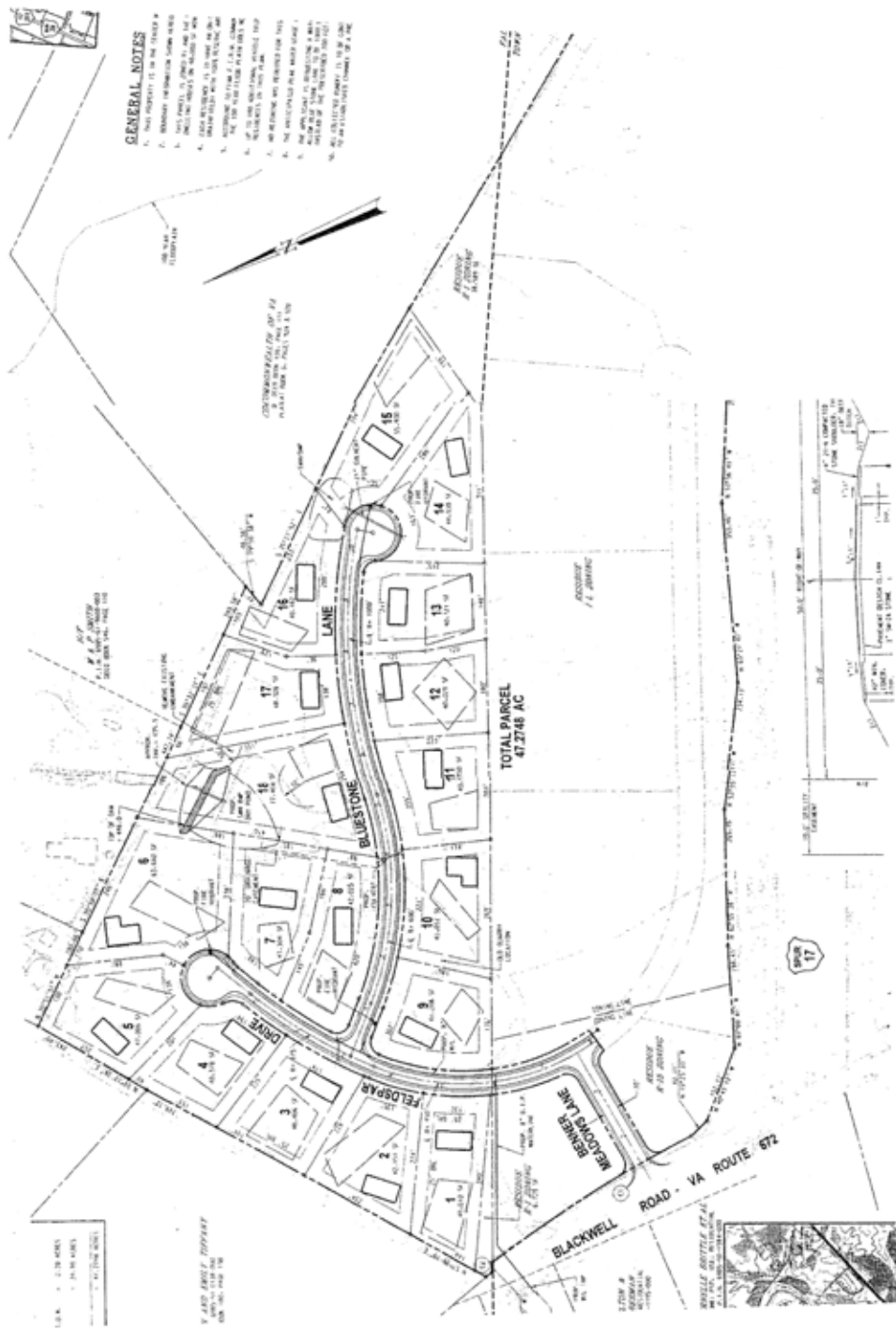


ATTACHMENT 3



BLUESTONE SUBDIVISION



FREDERICK WARD ASSOCIATES, INC.

ENGINEERS

ARCHITECTS

SURVEYORS

March 6, 2002

Elizabeth A. Cook
Chief of Planning
Fauquier County Department
Of Community Development
Court and Office Building
Third Floor - 40 Culpeper St.
Warrenton, Virginia 20186



Re: Preliminary Plat #PP02-C-01, Bluestone Subdivision -Center District.

Dear Ms. Cook,

This is in response to our meeting on March 04, 2002, regarding the preliminary plat application for the above-referenced project. At the meeting there seemed to be a consensus that the matters of drainfield setbacks from the existing pond, road maintenance, and cul-de-sac length, required additional information while the other matters in the County Engineer's letter were to be addressed in the final plans. Following are summaries of these three items that we discussed with additional information on the drainfield setbacks and road maintenance issues.

Setbacks from existing pond to drainfields on proposed Lots 17 and 18:

In the Fauquier Code, there is the requirement for a 100-foot setback from the edge of impounded waters to a drainfield. As we discussed at the meeting, I was unaware of the County's requirement and had drawn in the State's 50-foot setback instead, indicating that the existing pond would remain on Lot 18 and adjacent to Lot 17. However, after the County's 100-foot setback was added to the plan, it is apparent that the existing pond would preclude the drainfields on the two lots.

Therefore I have now drawn onto the preliminary plan an extended detention SWM/BMP dry pond in the place of the existing pond. In the case of a dry pond, the 50-foot drainfield setbacks would apply since the water edge is not "permanent" as in a wet pond. As noted previously, the embankment of the existing pond would have to be removed in any case due to the extensive tree growth on the dam.

Town of Warrenton maintenance of Benner Meadows Lane and section of Feldspar Drive:

I spoke with Bo Tucker, Town Engineer and Utilities Director for the Town of Warrenton, concerning the question about the Town's "maintenance and plowing" of these road sections. He pointed out that there are already instances of County roads being isolated by sections of Town roads. One example is Academy Hill Road leading to the Millfield subdivision and the proposed 61-lot Academy Hill Development subdivision and another example is Alwington Boulevard, beside Wal-Mart, leading to the new Brumfield elementary school.

MARYLAND

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COLUMBIA

VIRGINIA

MANASSAS

WARRENTON

In these and other cases, the Town and VDOT come to a case-by-case agreement on snow removal, based on practical routes and turn-around points for the plow trucks. The sections of roads within Town limits are designed and constructed to the Town's standards and are accepted into the Town's road system by their normal procedures. Mr. Tucker did not see that there was a particular issue with the proposed roads in Bluestone.

Furthermore, it should be noted that there is only about 18 feet of frontage of the County portion of the parcel on Blackwell Road and it is not possible to access the R-1 zoned/County portion of the site without bringing a public road across the Town portion of the site.

Cul-De-Sac Length Waiver

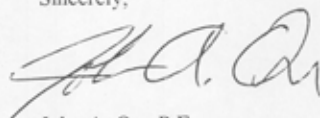
In my February 13, 2002 letter I responded to the County Engineer's comments concerning the cul-de-sac location but did not elaborate on why we feel the 1000-foot length of the cul-de-sac road is necessary.

The primary reason for the length of the road is the unusual triangular shape of the R-1 zoned portion of the tract. In looking at the overall layout, it can be seen that the two proposed roads, Feldspar Drive and Bluestone Lane, more or less bisect the triangle and allow a one-lot depth around the perimeter. If we were to limit the length of the road to 700', per the Ordinance, we would lose two of the 18 lots and have an inaccessible 3-acre-plus residue. By extending the road to 1000', as in the current preliminary plan, we gain the two lots and have a 38,600 sf (0.88 acre) residue. Also, the two lots in question are among the more moderate-sloped lots of the whole parcel.

It may be asked why the proposed intersection could not be brought more to the middle of Bluestone Lane, providing a less-than-700' road in each direction. One response is that the resultant roads may not actually be less than 700' long to access the same areas of the tract. But the more overriding response is that such a road would have to come through the middle of the Industrial-Light zoned portion of the tract and all parties agree that this would be inappropriate for access to a residential neighborhood.

I hope this helps resolve the issues remaining after our meeting on the fourth. If you have any questions, please do not hesitate to contact me.

Sincerely,



John A. Orr, P.E.
Frederick Ward Associates, Inc.

Cc: Tom Ross
David Dobson